AMENDMENTS TO THE SPECIFICATION

Please replace page 1, lines 28-37 and page 2, lines 1-10 with the following paragraph rewritten in amendment format:

With a view to attaining the objects, according to the present invention, there is provided a vehicle front end structure comprising an axial flow fan (60) having a rotating shaft which extends in a longitudinal direction of a vehicle and adapted to supply cooling air to a radiator (20), an intercooler (30) for cooling air drawn into an internal combustion engine (40) and an air cleaner (50), provided on a downstream side of an air flow relative to an inlet duct (51) from which air drawn into the internal combustion engine (40) is introduced, for removing dust in the air so introduced, wherein the inlet duct (51) is positioned opposite to the intercooler (30) across the axial flow fan (60) as viewed in the longitudinal direction of the vehicle, wherein the air cleaner (50) is positioned at a location where the air cleaner (50) deviates from the intercooler (30) as viewed in the longitudinal direction of the vehicle, and wherein the axial flow fan (60) rotates in a direction which deflects an air flow blown out of the axial fan (60) to an intercooler (30) side.

Please replace page 2, lines 11-23 with the following paragraph rewritten in amendment format:

Then, according to the present invention, as the inlet duct (51) is positioned opposite to the intercooler (30) across the axial flow fan (60) as viewed in the longitudinal direction of the vehicle and, furthermore, the air cleaner (50) is positioned at the location where the air cleaner (50) deviates from the intercooler (30) as viewed in

the longitudinal direction of the vehicle, it is possible to prevent the occurrence of a problem that the air cleaner (50) constitutes a resistance to an air flow, whereby the volume of air passing through the intercooler (30) is reduced. Consequently, as the intake air can be sufficiently cooled, the output of the internal combustion engine (40) can be increased.

Please replace page 2, lines 24-31 with the following paragraph rewritten in amendment format:

In addition, as the axial flow fan (60) rotates in the direction which deflects the air flow blown out of the axial flow fan (60) to the intercooler (30) side, the inlet duct (51) can be situated in an area where the temperature is relatively low. Consequently, as the intake air having a low temperature can be introduced, the output of the internal combustion engine (40) can be increased.

Please replace page 4, lines 10-24 with the following paragraph rewritten in amendment format:

As shown in Fig. 2, an intercooler 30 is an air-cooled type cooling apparatus for cooling air for combustion (hereinafter, referred to as intake air) which is drawn into an engine 40 installed rearward of the radiator support 10, and an air cleaner 50 is a filter box provided on a downstream side of an inlet duct 51 for taking in intake air from the atmosphere, as viewed in a direction of an air flow, for removing dust in the intake air so taken in. This air cleaner 50 is positioned at a location where it deviates from the intercooler 30 as viewed in a longitudinal direction of a vehicle. In addition, the

intercooler 30 and the radiator 20 are disposed such that they are located in parallel at substantially the same position as viewed in the longitudinal direction of the vehicle.

Please replace page 4, lines 25-37 and page 5, lines 1-7 with the following paragraph rewritten in amendment format:

In addition, a fan using an axial flow fan 60 for supplying cooling air to the radiator 20 is disposed rearward of the radiator 20, and the inlet duct 51 for taking in air drawn into the internal combustion engine 40 is positioned opposite to the intercooler 30 across the axial flow fan 60 when viewed in the longitudinal direction of the vehicle as shown in Fig. 1, thus the inlet 51 being opened at an opposite position to the intercooler 30. Namely, the inlet duct 51 is disposed at a position which is on an upper side relative to the axial flow fan 60 and is opposite to a direction of air flow produced by the rotation of the axial flow fan 60, whereas the intercooler 30 is disposed at a position which is on a lower side relative to the axial flow fan 60 and is downstream along the direction of air flow produced by the rotation of the axial flow fan 60. In addition, the axial flow fan 60 is disposed rearward of the radiator 20, and an obstacle such as the engine 40 which interrupts an air flow produced by the fan is disposed rearward of the axial flow fan 60.

Please replace page 6, lines 21-37 with the following paragraph rewritten in amendment format:

Consequently, as described in this embodiment, in the case, the axial flow fan 60 is set to rotate in the direction which deflects the air flow blown out of the axial flow fan 60 to the intercooler 30. That is, in case where the inlet duct 51 is disposed at the

position which is on the upper side relative to the axial flow fan 60 and is opposite to the direction of air flow produced by the rotation of the axial flow fan 60, whereas the intercooler 30 is disposed at the position which is on the lower side relative to the axial flow fan 60 and is downstream along the direction of air flow produced by the rotation of the axial flow fan 60, as the construction allows the inlet duct 51 to be positioned in the areas on the right-hand side of and below the chain double-dashed lines, intake air having a low temperature can be taken in, whereby the output of the engine can be increased.